

Message Text

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70

ACTION EB-11

INFO OCT-01 EA-11 ISO-00 CAB-09 CIAE-00 COME-00 DODE-00

DOT-00 INR-11 NSAE-00 RSC-01 FAA-00 L-03 NSC-07 SS-20

DRC-01 /075 W

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R 090040Z AUG 74

FM AMEMBASSY RANGOON

TO SECSTATE WASHDC 8329

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E.O. 11652: N/A

TAGS: ETRN, BM

SUBJECT: CIVAIR NEGOTIATIONS: INFORMAL APPROACH TO GUB

REF: A. RANGOON 1589

B. STATE 156158

C. RANGOON 2080

D. STATE 166643

1. SUMMARY: EMBOFF INFORMALLY RAISED WITH MFA POINTS IN REF B, PARA 4. INITIAL REACTION NONCOMMITTAL, BUT SUGGESTS: 1) GUB MAY BE RELUCTANT TO POSTPONE DESIGNATION OF ITS FUTURE ROUTE TO USA (REFTEL B, PARA 4); 2) GUB MAY WISH TO LIMIT U.S. CARRIER TRAFFIC RIGHTS ON ROUTES SERVED BY ITS OWN CARRIER. SUBJECT TO SATISFACTION ON THESE POINTS, OUR HUNCH IS THAT GUB MAY BE WILLING TO AMEND US/BURMA AIR TRANSPORT AGREEMENT WITHOUT AN EXCHANGE OF DELEGATIONS. BUT THIS IS ONLY OUR INITIAL IMPRESSION. EMBASSY EXPECTS CLARIFICATION OF GUB POSITION BY END OF AUGUST. END SUMMARY.

2. ON AUGUST 6 AN EMBASSY OFFICER CALLED UPON U SAW DOE SAITO, CHIEF OF MFA'S CONSULAR DIVISION, AND REVIEWED MAIN POINTS REFTTEL WITH HIM. HE STATED THAT HE WOULD TAKE UP MATTER WITH HIS SUPERIORS AND PROMISED A RESPONSE WITHIN TWO WEEKS. U SAW DOE
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SAITO OBSERVED THAT IT WAS GUB POLICY ROUTINELY TO UPDATE ALL OLD

AIR AGREEMENTS. IN SUCH CASES, HE NOTED, IT IS SELDOM NECESSARY TO ALTER THE ANNEXES. HE FELT THAT THIS WOULD BE THE CASE WITH THE US/BURMA AGREEMENT. HE APPEARED TO FEEL THAT THE CONCEPTS PROPOSED IN REF B WERE REASONABLE FOR THE MOST PART.

3. POINT BY POINT, SAW DOE SAITO NOTED THAT: A) THE GUB FAVORED THE CONCEPT OF A SINGLE DESIGNATED CARRIER FOR TRAFFIC PURPOSES; B) OVERFLIGHT AND NON-TRAFFIC LANDING RIGHTS FOR ADDITIONAL U.S. CARRIERS COULD BE WORKED OUT; C) OMISSION OF MANDALAY AS A POINT IN BURMA WAS APPROPRIATE; D) THE GUB USUALLY INSISTED THAT INTER-MEDIATE POINTS ON ROUTES TO AND BEYOND BURMA BE SPECIFIED BY CITY RATHER THAN COUNTRY. HOWEVER, HE INDICATED THAT DESIRED FLEXIBILITY COULD BE PROVIDED BY DESIGNATING TWO OR THREE CITIES IN EACH COUNTRY.

4. U SAW DOE SAITO OBJECTED TO DEFERRAL OF DEFINING A ROUTE FOR BURMA'S CARRIER UNTIL ROUTE WOULD BE READY FOR IMPLEMENTATION. HE STATED UNEQUIVOCALLY THAT GUB POLICY WAS TO INSIST THAT ITS AIR AGREEMENTS DEFINE BURMA'S ROUTES EVEN THOUGH SHE IS NOT YET READY TO SERVICE THEM. FREQUENT REFERENCES TO THE NEED FOR QUOTE BALANCE UNQUOTE NOT FOUND IN OLDER, QUOTE ONE-SIDED AGREEMENTS UNQUOTE INDICATED THAT THIS MIGHT BE BASICALLY A QUESTION OF BURMESE NATIONAL PRIDE.

5. AN ADDITIONAL POINT, MENTIONED DURING A PRIOR INTERVIEW WITH THE SAME EMBOFF, WAS RAISED: THAT THE GUB MAY WISH TO LIMIT U.S. CARRIERS' TRAFFIC RIGHTS ALONG ROUTES SERVED BY BURMA'S OWN AIRLINE. AS NOTED IN REF A, SUCH RESTRICTIONS WOULD MOST LIKELY BE ATTEMPTED ALONG THE BANGKOK/RANGOON/CALCUTTA ROUTE. SAW DOE SAITO WOULD NOT PURSUE THE MATTER IN DETAIL.

6. A) COMMENT: U SAW DOE SAITO SEEMED PERSONALLY TO THINK THAT THE USG AND GUB COULD COME TO AGREEMENT WITHOUT FORMAL MEETING OF DELEGATIONS. HOWEVER, HE IS LITTLE MORE THAN A LETTER DROP, WITH LITTLE REAL AUTHORITY. IT IS HIS SUPERIORS, WHOM HE IS NOW CONSULTING, THAT SPEAK AUTHORITATIVELY ON CIVIL AIR MATTERS. B) THE FACT THAT U SAW DOE SAITO ONCE AGAIN RAISED THE QUESTION OF LIMITING FIFTH FREEDOM RIGHTS INDICATES THAT THIS IS OF MORE THAN PASSING INTEREST TO THE GUB. PERHAPS THE BURMESE FEEL THAT SINCE U.S. CARRIERS DO NOT PRESENTLY EXERCISE ALL OF THEIR TRAFFIC LIMITED OFFICIAL USE

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RIGHTS THE USG WILL GO ALONG WITH RESTRICTING THESE UNUSED RIGHTS. OSBORN

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